

# TRAFFIC COMMISSION REPORT

## June 24, 2010

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### Item VB

#### **REQUEST FOR TAXI STANDS**

#### **ISSUE:**

Martin Shatakhyan, representing G & S Transit Management and Tri-City Transportation, requested that the city install taxi waiting areas (taxi stands) at five locations in the southwestern part of Burbank. The request (Attachment 1) identifies a need for the taxi stands based on complaints of taxis waiting in undesignated areas.

#### **BACKGROUND**

Taxi cabs currently park at a number of different locations, often in or near residential areas. These informal taxi stand areas have resulted in concerns voiced by nearby residents. The proposed formal taxi stands will allow taxis to wait near high taxi demand areas while minimizing the impact on surrounding land uses.

#### **DISCUSSION:**

The request identifies five proposed taxi stand locations:

1. East side of Oak Street at Pass Avenue to serve the Amarano Hotel (3 spaces),
2. South side of Parkside Avenue, east of Bob Hope Drive (2 spaces),
3. North side of Warner Boulevard near California Street (3 spaces),
4. West side of Olive Avenue near Toluca Lake Avenue (3 spaces), and
5. South side of Alameda Avenue near Burbank Center (3 spaces).

The request is for a total of 14 taxi stand spaces. Staff feels that we should start with two parking spaces at each approved location and add more spaces if the demand occurs. Each of the five locations bears some discussion. Attachment 2 shows photographs of the proposed locations.

1. Oak Street and Pass Avenue – The east side of Pass Avenue near Oak Street is currently restricted with NO PARKING signs. A taxi stand should not be installed on Pass Avenue, and Oak Street east of Pass Avenue is a residential area. An alternative location is on the north side of Heffron Street, immediately adjacent to the hotel. Two parking spaces can easily be located in this area and it is across the street from a church. The street currently has no parking restrictions. Residential uses are located further east on Heffron Street.
2. The north side of Parkside Avenue, near the hospital -- Although the street is heavily parked, the demand occurs from neighboring media uses. The street currently has no parking restrictions and it can easily accommodate

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the taxi stand.

3. North side of Warner Boulevard at California Street – This location is in a commercial area, near a Warner Brothers office building. The curb is heavily parked, but two taxi stand spaces can be accommodated without problems.
4. West side of Olive Avenue near Toluca Lake Avenue – This location is situated in a right turn lane to the heavily used Warner Brothers parking garage. A taxi stand on Olive Avenue is not recommended. An alternative location is on the south side of Toluca Lake Avenue, just west of Olive Avenue. The area is lightly parked and sufficient parking spaces exist to allow for local parking needs as well as the two taxi spaces. A Toluca Lake Avenue location is recommended.
5. South side of Alameda Avenue near Kenwood Street – This location has a two-hour parking restriction and is generally heavily parked. Curb space is available on Alameda Avenue either east or west of Kenwood Avenue for two taxi spaces. This location is appropriate.

## **CONCLUSIONS**

Staff agrees that additional taxi parking spaces would improve the availability of taxi services and they would tend to minimize the intrusion of taxis into residential areas.

## **RECOMMENDATIONS:**


Staff recommends approval of two taxi parking spaces in each of the above appropriate locations.

## **ATTACHMENTS:**

1. Request Letter from Martin Shatakhyan
2. Proposed Taxi Stand Areas



# G & S TRANSIT MANAGEMENT, INC.

dba 

## TRI CITY TRANSPORTATION SYSTEMS, INC.

dba 

dba **CHECKER CAB**

April 30, 2010

Mr. Ken Johnson  
Assistant Public Works Director  
Traffic Engineer  
City of Burbank  
150 North Third Street  
Burbank, CA 91510  
Mr. Terre Hirsch  
Assistant Community Development Director  
License and Code Services Administration  
City of Burbank  
150 North Third Street  
Burbank, CA 91510  
Lt. J.J. Puglisi  
Burbank Police Department  
Traffic Division  
200 N. Third Street  
Burbank, CA 91502

Re: New taxicab stands in City of Burbank

Dear. Mr. Johnson, Mr. Hirsch and Lt. Puglisi

We are very concerned about the fact that our taxicabs are staging and parking on residential streets of City of Burbank. We understand the inconvenience for the residents. After we received your directions not to park our taxicabs on residential streets we are keeping it under control by closely supervising our drivers, not allowing them to park on the residential streets any time and will take them out of service for 24 hours if they don't follow this requirement.

Meanwhile I have to inform you that there is big discrepancy between the number of 130 taxicabs licensed in City of Burbank and total number of 10 taxicab spaces on all existing taxicab stands currently available in City of Burbank: four taxicabs in front of Holiday Inn hotel, three taxicabs in front of NBC Studios and three taxicabs in front of Media Center. The ratio is 13 : 1. This creates a taxicab stand availability problem for City of Burbank licensed taxicab drivers.

We are proposing five new taxicab stands to be established in City of Burbank. *To our best knowledge these new proposed taxicab stands will not have a conflict with residential developments in place and will not take away any specified parking spaces designated by the City for other needs.*

PUBLIC WORKS DEPT  
ENGINEERING DIVISION  
CITY OF BOSTON

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2019 JUN 20

Mr. Ken Johnson  
Assistant Public Works Director  
Traffic Division  
City of Boston  
150 North Third Street  
Boston, MA 02110  
Mr. Tom Hirsch  
Assistant Community Development Director  
License and Code Services Administration  
City of Boston  
150 North Third Street  
Boston, MA 02110  
Lt. J. Pugh  
Boston Police Department  
Traffic Division  
100 N. Third Street  
Boston, MA 02102

Re: New taxicab stands in City of Boston

Dear Mr. Johnson, Mr. Hirsch and Lt. Pugh:

We are very concerned about the fact that our taxicabs are being and being on  
taxicab stands in City of Boston. We understand the intention for the stands.  
After we received your direction not to put our taxicabs on stands and instead we  
keeping it under control by closely supervising our drivers, but also we have to put on  
the stands to events any time and with the fact that we are not allowed to put on  
follow the requirements.

Meanwhile I have to inform you that there is big discrepancy between the number  
of 150 taxicabs licensed in City of Boston and total number of 10 taxicab stands on all  
existing taxicab stands currently available in City of Boston. The discrepancy is 140  
taxicabs. This means that taxicabs are not at 150 stands and there are 140 taxicabs in  
Boston. The ratio is 1.4 : 1. This means taxicabs stand will be 140 percent for  
City of Boston licensed taxicab drivers.

We are proposing the new taxicab stands to be established in City of Boston. To  
our best knowledge these new proposed outdoor stands will not be a problem for  
taxicab drivers to place and will not take any way to put on the stands.  
We are proposing the City of Boston to



1. Location #1 – South East corner of Oak Street and Pass Avenue, on the east side of Pass Avenue., on Amarano hotel side, south of the hotel driveway. We are proposing **three** taxicab spaces.
2. Location #2 – East of Bob Hope Drive and Parkside Av. intersection, on south side of Parkside Av., far end of the Parkside Av., 2 spaces, currently painted RED. This zone is not a fire lane nor have a hydrant. Will be very convenient to serve Saint Joseph Hospital and the new large business building which is currently vacant. We are proposing **two** taxicab spaces.
3. Location #3 – North side of Warner Blvd. between Avon Street and California Street to service Warner Brothers Studios gates # 5 and # 6. Currently painted WHITE as "Passenger Loading" zone. We are proposing **three** taxicab spaces.
4. Location #4 – West side of Olive Avenue between Toluca Lake Avenue and Franklin Avenue to service Warner Brothers Studios gate # 2. We understand that this a busy street but also want to inform you that most of the bandit taxicab activities are noticed in this exact location. The presence of City of Burbank licensed taxicabs on this location will improve the public service and meanwhile will prevent bandit taxicab activity. We are proposing **three** taxicab spaces on this location.
5. Location #5 – 3800 and 3900 blocks of Alameda Avenue on the South side of the street. We are proposing **three** taxicab spaces on 3800 block and **three** spaces on the 3900 block of Alameda, in front of Burbank Center / Union Bank / Bank of America.

The total number of new proposed taxicab stands is six with combined 17 taxicab spaces. That will bring the total number of taxicab spaces on all taxicab stands to 27 and the ratio will be 4.81 : 1.

I will be appreciated for your help to resolve this problem. If you have any questions please feel free to call me at (818)392-4235 direct or (818)388-1519 on my cell phone.

Attached please see the map showing proposed locations.  
Thank you.

Sincerely

*Martin Shatakhyan*

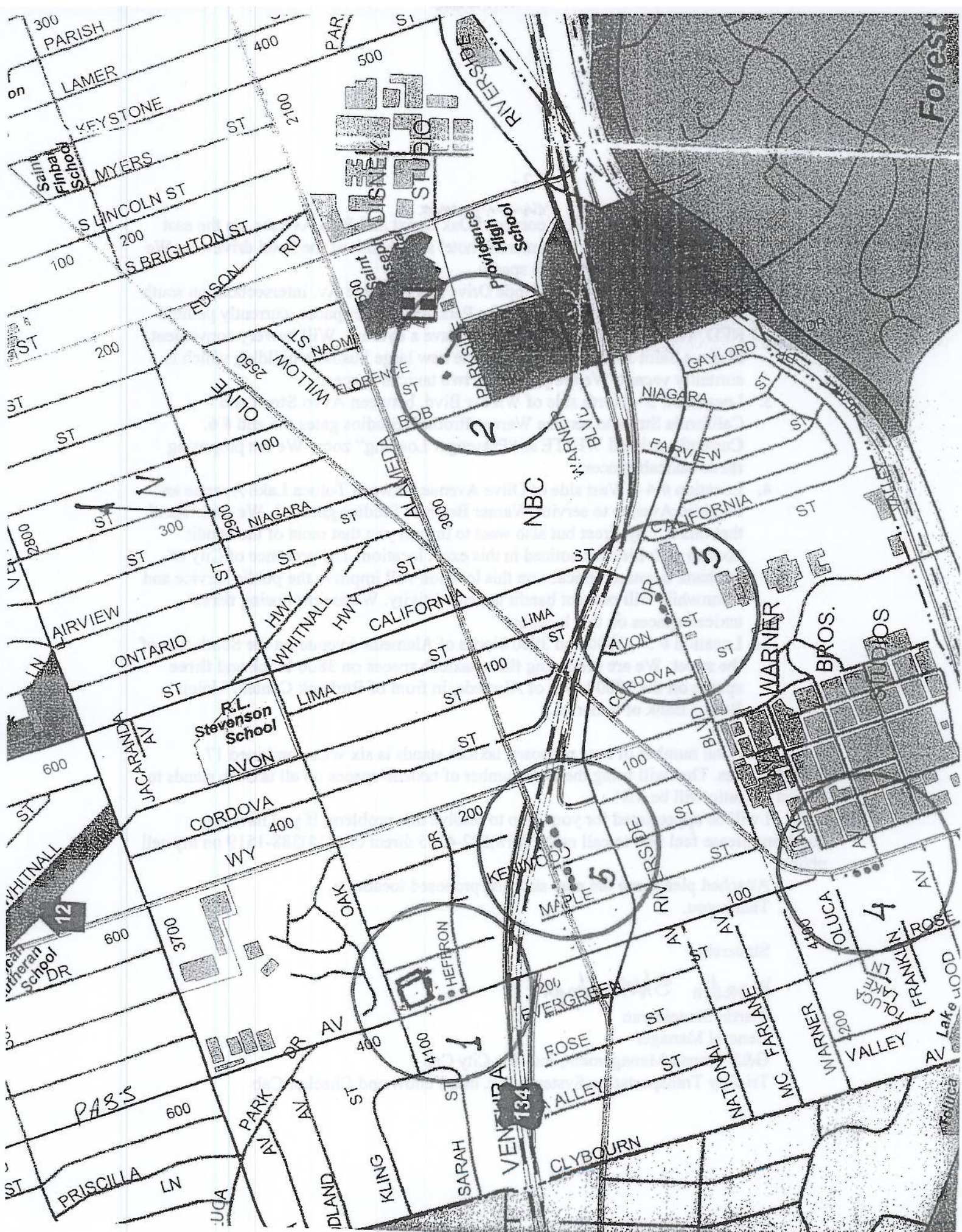
Martin Shatakhyan

General Manager

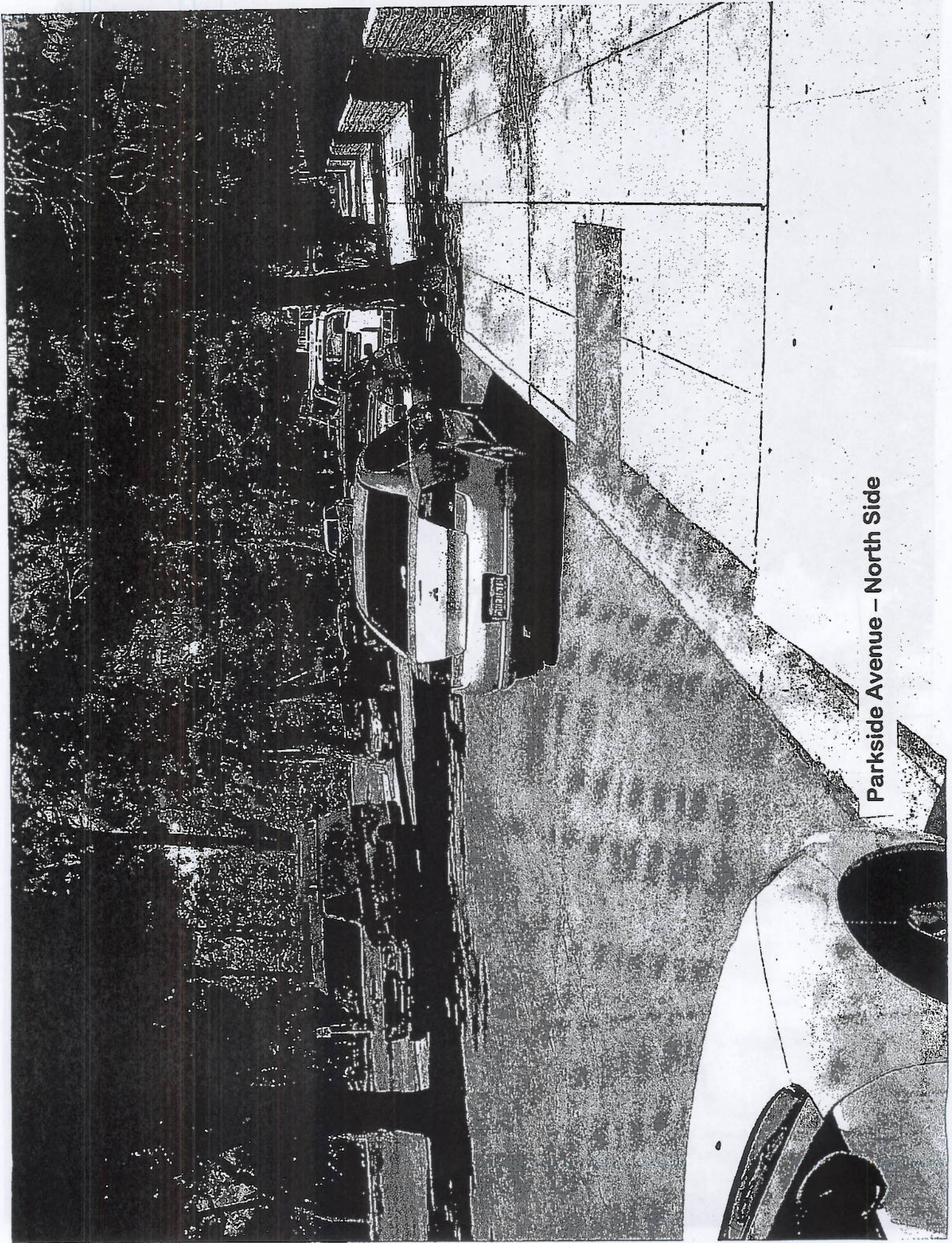
G&S Transit Management, Inc. dba City Cab

Tri City Transportation Systems, Inc. dba Yellow and Checker Cab



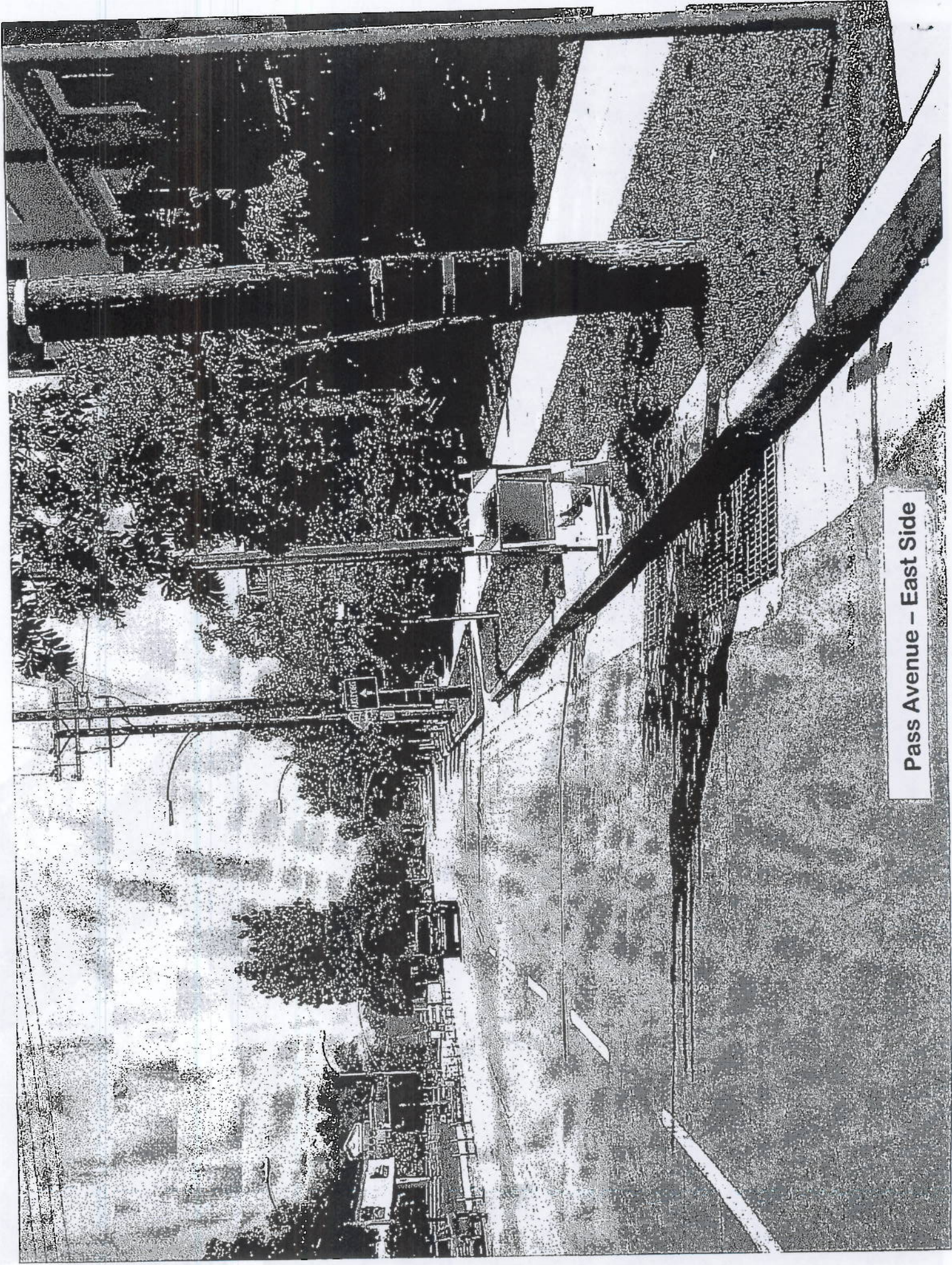






Parkside Avenue – North Side





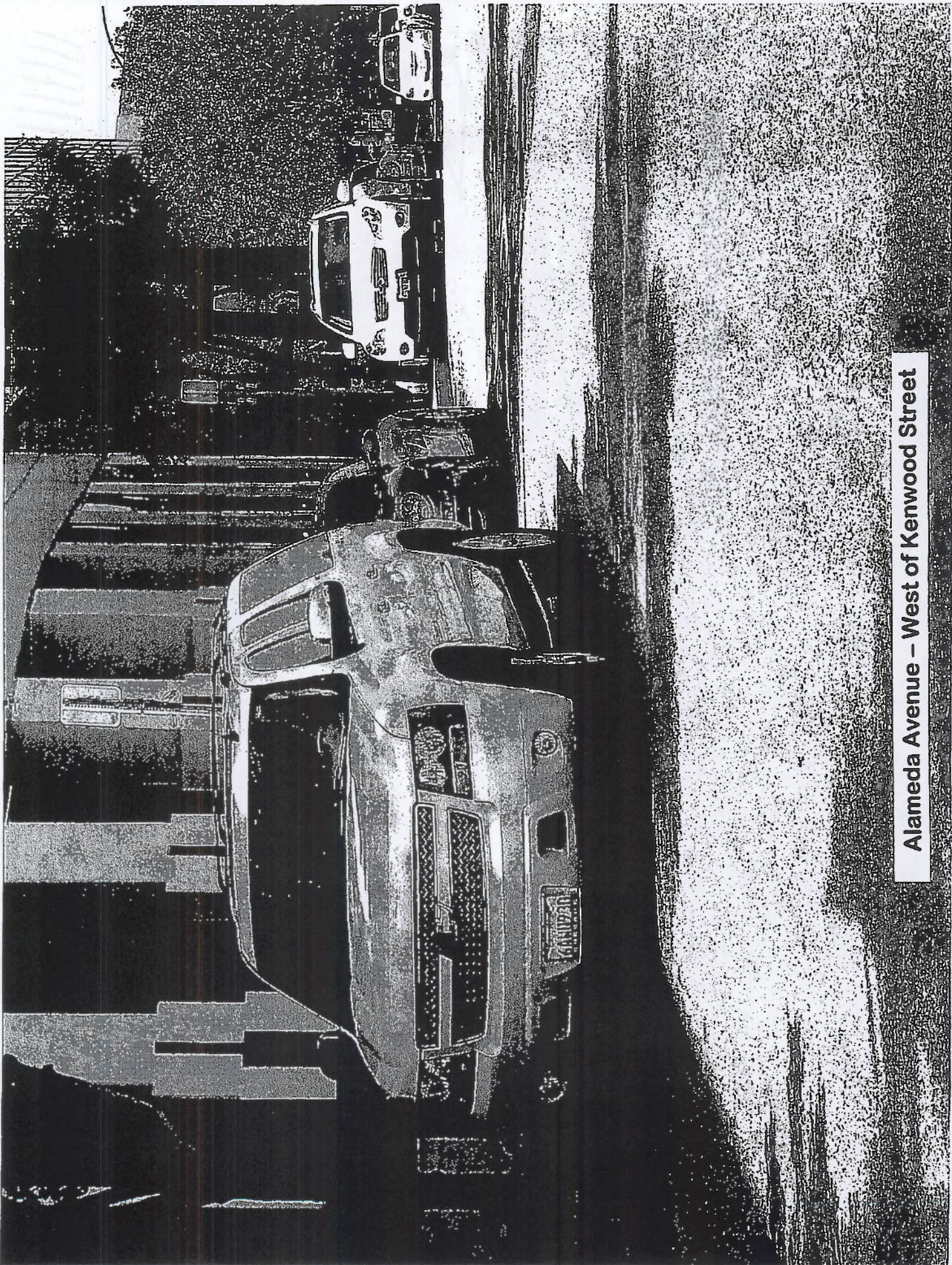
Pass Avenue - East Side





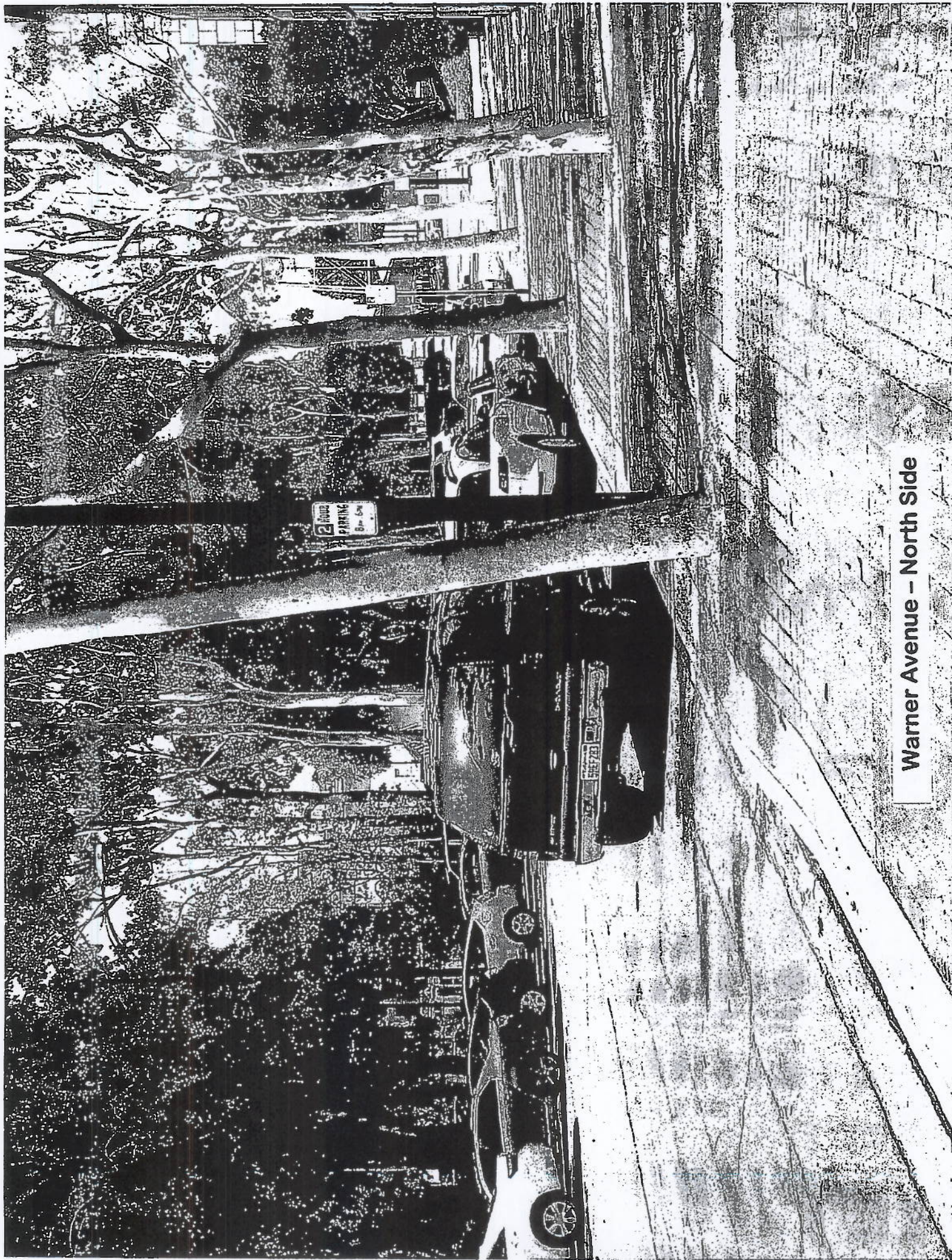
Olive Avenue - West Side





Alameda Avenue – West of Kenwood Street





Warner Avenue - North Side



# TRAFFIC COMMISSION REPORT

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### Item VC

#### **SELECTION OF 2010 CHAIR AND VICE CHAIR**

##### **ISSUE:**

The Traffic Commission must select a Chair and Vice Chair during the June meeting. The duties of the Traffic Commission are listed in Attachment 1 and the requirement for selection of the Chair and Vice Chair is listed in Attachment 2.

##### **RECOMMENDATIONS:**

Discuss and select a Chair and Vice Chair.

##### **ATTACHMENTS:**

1. Duties of the Traffic Commission
2. BMC 2-1-498 Selection of Chair



## 2-1-421: TRAFFIC COMMISSION

A. ESTABLISHMENT AND COMPOSITION OF THE COMMISSION: There is hereby created a Traffic Commission consisting of nine (9) members, each of whom shall serve a four-year term as provided in section 2-1-401 of this code. When appointing persons to the Commission, the Council should consider business and education diversity and familiarity with different types of transportation, including personal vehicle, mass transit, walking, and bicycling. References elsewhere in this code to the Traffic and Transportation Committee shall be deemed to refer to the Traffic Commission.

B. SECRETARY TO THE COMMISSION: The Assistant Public Works Director-Traffic or his or her designee shall serve as Secretary to the Commission. The Secretary to the Commission shall not be a member of the Commission or vote on any matters coming before it, but such Secretary may be present during the Commission's deliberations and may participate in all debates and discussions.

C. LIAISON WITH COUNCIL: The Mayor shall designate a member of the Council to meet with the Commission, but such Council member shall not be a member of the Commission.

D. POWERS AND DUTIES OF COMMISSION: The Traffic Commission shall have the following powers and duties:

1. To suggest the most practicable means of coordinating the activities of all officers and agencies of the City having authority with respect to the administration or enforcement of traffic regulations.
2. To stimulate and assist in the preparation and publication of transportation and traffic reports.
3. To receive complaints having to do with traffic matters.
4. To study and recommend to the City Manager ways and means for improving transportation and traffic conditions and the administration and enforcement of traffic regulations and perform such other duties as the Council may prescribe.
5. Resolve duplications, confusions, and uncertainties arising from, and giving advice on, the naming of streets, roads, and highways in the City.

E. MEETINGS; QUORUM: The Traffic Commission shall provide for regular monthly meetings on a day and at a time to be designated by the Commission. Special meetings may be called by the chair or a majority of the members of the Commission when there is sufficient business warranting that the Commission convene. When the time for any regular meeting of the Commission falls on a holiday, such meeting shall be held at the same hour of the next succeeding business day not in conflict with a regular meeting date of the Council or another board or commission established by this division. All regular meetings of the Commission shall be held in the Council Chamber of the City Hall, 275 East Olive Avenue, Burbank, California, unless the Commission provides otherwise. A majority of the members of the Commission shall constitute a quorum for the transaction of business. [Formerly numbered Section 2-57. Amended by Ord. No. 3755, eff. 12/26/08; 3674, 3472, 3117, 3068, 3058, 2680, 2253.]



Attachment 2

2-1-408: ELECTION OF CHAIR, ETC.:

The members of each board and commission shall annually elect a chair and vice chair at their first meeting in June following the appointment of successors to fill expired terms of office. A secretary shall also be elected except as otherwise provided in Division 2 of this article. If a board or commission is not scheduled to meet in June, a special meeting shall be called to elect a chair, vice chair, and, if necessary, a secretary. Officers so elected shall serve at the pleasure of the appointing board or commission. Except as otherwise provided in Division 2 of this article, committees shall elect a chair and vice chair at the first meeting of the committee. A secretary may be elected as the committee chooses to do so except as otherwise provided in Division 2 of this article. [Formerly numbered Section 2-50.1; renumbered by Ord. No. 3058, eff. 2/21/87; amended by Ord. No. 3472, eff. 10/18/97;



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### Item VD

#### **SELECTION OF SCHOOL SAFETY SUBCOMMITTEE MEMBERS**

##### **ISSUE:**

The City Council directed the Traffic Commission to select at least two members to form a subcommittee to study Burbank school safety and ultimately report back to City Council.

##### **BACKGROUND:**

The City Council and Traffic Commission held a joint study session on April 10, 2010 to discuss school safety in Burbank. An outline of the materials presented at that meeting is shown in Attachment 1. The City Council directed that the Traffic Commission study traffic and pedestrian safety at schools in more detail. To facilitate that process, that City Council further directed that a school safety subcommittee be formed to organize and preview information before discussion by the Traffic Commission.

##### **DISCUSSION:**

The City Council desires a more detailed investigation of school safety than presented at the June Study Session. They directed that a subcommittee of Traffic Commission members be formed to investigate each school for safety issues for further discussion by the Traffic Commission. The subcommittee should define:

- A meeting schedule
- An investigation format
- Data needs
- Other pertinent information

##### **RECOMMENDATIONS:**

Select at least two Traffic Commission members to be on a subcommittee to study school safety.

##### **ATTACHMENTS:**

1. Study Session report outline



**Joint Study Session on School Safety  
April 27, 2010  
Outline**

1. Burbank Schools
  - a. Public Schools
    - i. Elementary Schools
    - ii. Middle Schools
    - iii. High Schools
  - b. Parochial Schools
  - c. Other
2. School Area Attendance Boundaries
  - a. Public Schools
  - b. Parochial Schools
3. Existing School Area Safety Features
  - a. Standards for School Area Safety (MUTCD)
  - b. School Area Signage
  - c. Pavement Markings
  - d. Crossing Guards
  - e. Valet Drop Off Programs
  - f. School Walking Route Maps
  - g. Other Electronic Devices
4. Planned New Safety Features
  - a. Bicycle Routes and Facilities
  - b. Traffic Signal Improvements
    - i. Pedestrian Signals
    - ii. Bicycle Detection
    - iii. New Traffic Signals
  - c. Curb Extensions
5. Other Potential Safety Devices
6. School Area Accidents
7. Outreach Programs
  - a. School Administration
  - b. Parent Teacher Associations
  - c. Police School safety Programs
8. Summary



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## Item VE

### DISCUSSION OF EDISON SCHOOL TRAFFIC ISSUES

#### ISSUE:

Edison School has an issue with parents queuing in the afternoon to pick-up children from school. The administration requested assistance in solving the issue.

#### BACKGROUND:

Edison School has a valet drop off system in operation on Keystone Avenue during the morning drop-off period which works very well. The parents queue southbound on Keystone Avenue north of Chestnut Street for a valet zone just south of Chestnut Street. However, parents congregate on or near Chestnut Street in the afternoon to pick-up their children. Parents often double park or park on the north side of the street so that children must cross the street to be picked-up. The congestion period lasts for about 15 to 20 minutes.

#### DISCUSSION:

The storage area on Chestnut Street is very limited. The city has installed parking controls on a portion of the street to provide parking for the afternoon pick-up, but this area is insufficient for the demand.

It should be noted that the City is applying for a Safe Routes to Schools grant (State Cycle 9) that includes crosswalk improvements at Chestnut and Keystone.

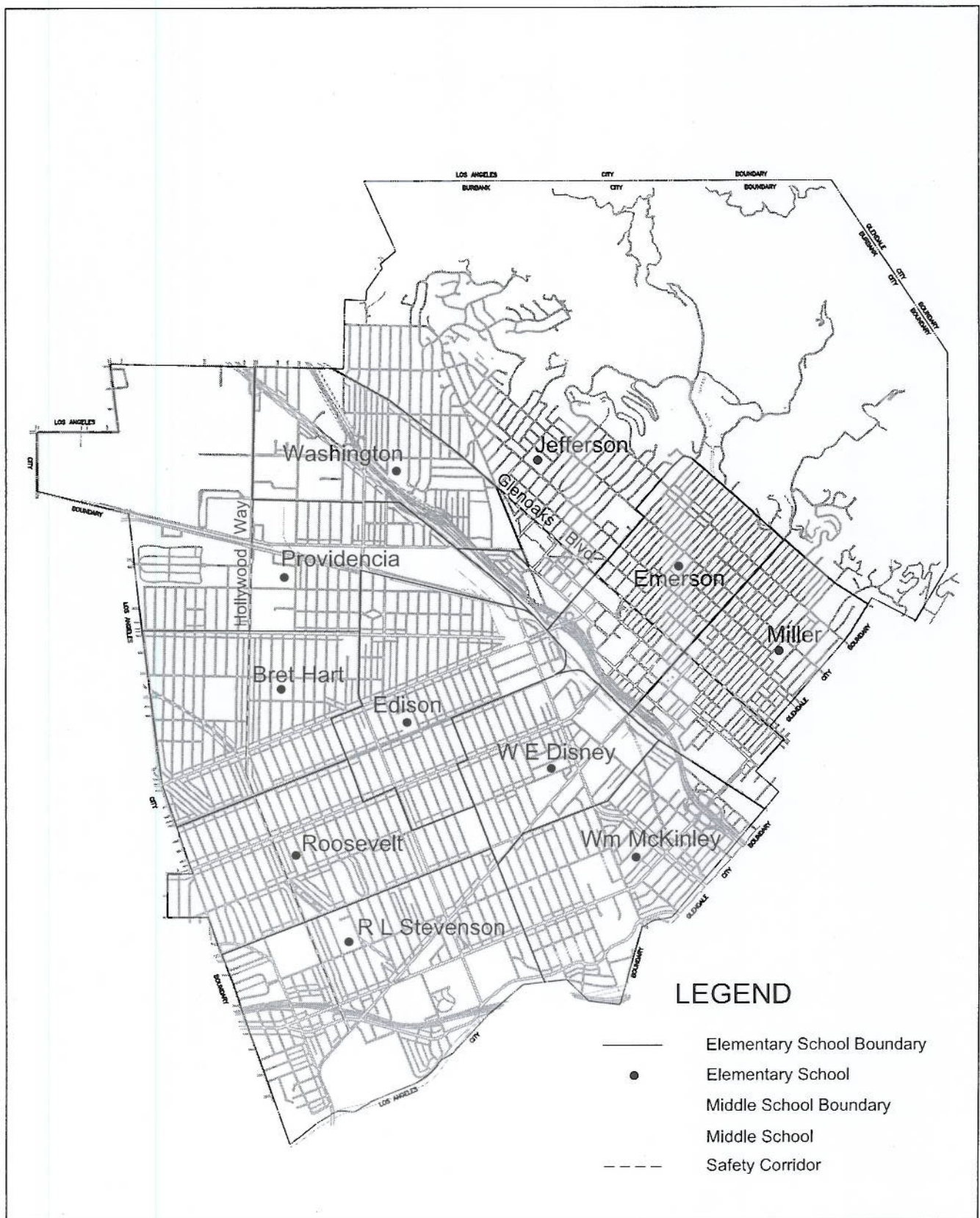
#### RECOMMENDATIONS:

The subcommittee should meet and discuss this school as its initial investigation into school safety, and the subcommittee should meet with the PTA and school administration to gather pertinent data. The subcommittee can use this issue as a template for studying all schools.

#### ATTACHMENTS:

1. Edison School Boundary





## Edison School Boundary



# TRAFFIC COMMISSION REPORT

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### Item VF

#### **TRAFFIC ISSUES AT BURROUGHS HIGH SCHOOL**

##### **ISSUE:**

Several traffic related issues have been voiced regarding Burroughs High School. Staff has discussed and responded to the issues, but the problems could use a broader review by the Traffic Commission. These issues could be addressed by the subcommittee.

##### **BACKGROUND:**

We have received requests by both the school administration and by the Student Site Council. Both requests have been investigated and changes made to the traffic and parking system. The requests by the school principal, Mr. Urioste, are as follows:

- He wants to deemphasize Clark Avenue as a student drop-off area and emphasize Parish Place. Consequently, he requested additional area be set aside on Parish Place for this function. Additionally, he plans to minimize the Clark Avenue drop-off area by rerouting parents through the school parking lot north of Clark Avenue using school personnel to facilitate the change. We have not yet looked at possible parking changes on Clark Avenue because the other modifications have not yet been implemented.

The School Site Council requested several changes to the travel system around the school as listed in Attachment 1. Those changes are:

- A stop controlled intersection be installed at Clark Avenue and Lamer Street. Since both intersections on either side of this intersection are currently stop controlled, we recommended that signs not be installed.
- Signage on Clark Avenue warning that students are present. These types of signs are not part of the standard signage for schools in California, so we suggested that they not be installed.
- Remove some old crosswalk markings that are inconsistent with existing student walking patterns. We have agreed to black out these markings.

Several other potential changes may impact the issues stated by the school administration and students. The school administration plans are likely to impact the requests made by the Site Council which would decrease traffic on Clark Avenue. Additionally, the Burbank Planning Department is investigating traffic calming measures on Clark Avenue which will impact traffic on the street. Finally, we are applying for a Safe Routes to School grant which has some traffic implications for Burroughs High School. Details of the grant will be discussed at the meeting.



# TRAFFIC COMMISSION REPORT

June 24, 2010

## **DISCUSSION:**

Various traffic and parking issues have been discussed at Burroughs High School, and several planning opportunities exist to relieve traffic congestion at the school. These measures need to be addressed on an area-wide basis to insure they do not conflict or are unnecessary.

## **RECOMMENDATIONS:**

Incorporate Burroughs High School issues into the subcommittee school safety review.

## **ATTACHMENTS:**

1. Letter from Burroughs Site Council
2. Letter from city staff responding to the issues



DOC

SENT

MAY 11 10

Orig: Mike  
cc: Teaford

James DeKay  
John Burroughs High School  
1920 West Clark Avenue  
Burbank, CA 91506  
818-558-4777 x61902

May 4, 2010

Michael Flad  
Office of the City Manager, City Hall  
275 East Olive Avenue  
P.O. Box 6459  
Burbank, CA 91510-6459  
Office Telephone: (818) 238-5800  
Fax: (818) 238-5804

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CITY OF BURBANK  
CITY MANAGER'S OFFICE

Dear Mr. Flad,

I am writing to follow up on the Joint Traffic Commission meeting held last Thursday which the principal of my school, Emilio Urioste, and ninth grade school site council member Liam Vogel attended. You seemed interested when hearing their concerns about traffic safety around Burroughs High School and I, as a member of the school's site council myself, am following up to outline once again what we consider to be serious issues of safety around our school.

For those of us who work at Burroughs and observe daily the thousands of inexperienced young people who drive, walk and bike around the school it is of great importance that the city consider our requests and act upon those that are immediately feasible. Ken Johnson, assistant public works director and traffic engineer at the Public Works Department, himself recognized yesterday at a site council meeting that a prior study done to assess traffic around Burroughs did not take into account the specific times of day when very high numbers of inexperienced drivers (and pedestrians) use the limited road space around the school.

Below are the specific suggestions we make. They are not complex solutions. They are simple and logical ways to alleviate and slow the traffic around our school and make things safer for the students, staff and community.

1. **Stop signs:** Our biggest priority is stop signs on West Clark at the corner of Lamer. Currently, cars drive fast down West Clark in front of the school because nothing slows them down. There are cross walks from the north side of West Clark to the side of the school at Lamer, but cars do not always yield to pedestrians there. Stop signs on West Clark at both sides of the intersection make great sense and there seems little reason why there could not be a three-way stop there. It might also prevent people from using West Clark, *a street that runs the entire length of a 2,700 student high school*, as a thoroughfare.



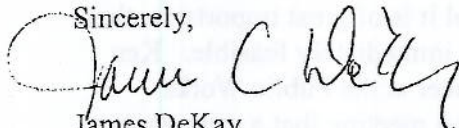
2. **Signage:** Approaching West Clark on either Parish or Keystone from Verdugo entails driving the entire length of the school and its sports facilities. Students cross these streets on their way to lunch or other destinations without going to a crosswalk first. Cars approach the intersections with West Clark at relatively high speeds. If there were signs on the sides of Parish and Keystone that read, "Stop Ahead" or "Students Crossing" this might make drivers less likely to speed on these roads that are heavily trafficked by student pedestrians.

3. **Repainting:** On Parish, just south of West Clark, and at other locations around the school, there are the increasingly visible remnants of an old cross walk. This makes students think they can cross at these places. It would be helpful if the city erased thoroughly the old lines and, in addition to the proposed signage on the side of the road mentioned above, painted warnings on the road itself that the real cross walks are ahead and/or to slow down as there are students crossing in the area. In particular, these would be helpful for traffic coming from Verdugo toward West Clark. (Note: the city may this week act upon this specific request as it is the easiest to remedy.)

The above ideas emerged from ongoing conversations in the school community including those of the school's site council. They are simple ideas for the city to take in order to decrease the risk that a student at Burroughs one day be hurt by a car driving too fast around the school's perimeters or in an area where students are not supposed to cross.

Please let me know what you plan to do about this safety issue; I thank you for your attention to the matter.

Sincerely,



James DeKay

Teacher, John Burroughs High School

CC: Ken Johnson





PUBLIC WORKS  
DEPARTMENT

CITY OF BURBANK  
275 EAST OLIVE AVENUE, P.O. BOX 6459, BURBANK, CALIFORNIA 91510-6459

[www.ci.burbank.ca.us](http://www.ci.burbank.ca.us)

June 8, 2010

Mr. James DeKay  
John Burroughs High School  
1920 West Clark Street  
Burbank CA 91506

**RE: John Burroughs High School and Traffic Concerns**

Dear Mr. DeKay,

Thank you for sharing your input in your recent letter to the City Manager. This was forwarded to the Traffic Division for further response. Please allow me to take the opportunity to address the three suggestions you made in that letter:

1. **Stop Signs at Lamer and Clark-** In your letter you requested additional stop signs on Clark to make that intersection a three-way stop.

In response, as this was requested by Mr. Urioste in February, we have already collected all required data for the evaluation of a potential three-way stop at this intersection. Unfortunately, the collected data does not justify that installation. If the school representative is not in agreement with staff findings, the matter can be presented to the Traffic Commission in the near future for their input and decision, if desired. In the meantime, to address your concern with vehicles speeding and not yielding to pedestrians crossing Clark, we have requested our Police Department to have selective enforcement in the area as officers are available.

2. **Signage along Clark-** In your letter you suggested having advance warning signs on Clark approaching Keystone and Parish such as "STOP AHEAD" or "Student Crossing".

In response, the two intersections of Clark/Keystone and Clark/Parish are already four-way stops, and traffic in all directions is required to stop at those intersections. In order to install any traffic control devices or any additional signs, we are required to follow the "Manual on Uniform Traffic Control Devices" (or MUTCD) practices, accepted by the State of California-Department of Transportation (known as Caltrans). The



suggested signs are not recommended, since the vehicles are already required to obey the law and come to a full stop at these intersections.

3. **Repainting of the X-Walks and removing the old markings**—You are concerned with the remainder of old cross walk markings on Keystone immediately south of Clark, as well as the one on Clark immediately east of Lamer .

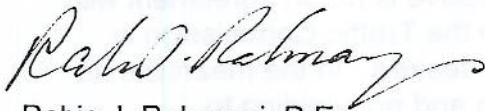
In response, these old markings, prior to the removals three years ago, were painted several times over fresh asphalt for at least twenty years. We have tried to remove them as much as possible; by attempting to remove more, it will cause major damage to the roadways. We are, however, planning to cover them with black paint as well as refresh all of the pavement markings around the school prior to reopening of school in August.

During my meeting with Mr. Urioste in February, he also requested additional drop off areas along Keystone and Parish, which we agreed to have done prior to next school year.

In addition, City Community Development is considering a project which would enhance Clark Avenue by connecting schools and parks along the primarily residential corridor with a bicycle boulevard by using series of treatments designed to slow and reduce traffic, there by maintaining the residential nature of the neighborhood, and increasing safety for both cyclists and pedestrians alike.

I hope this letter sufficiently addresses your concerns, and would like to thank you again for your suggestions and input. If you have any further questions, please do not hesitate to call me at (818) 238-3969.

Sincerely;



Rabie J. Rahmani, P.E.  
Principal Traffic Engineer

cc: Mike Flad, City Manager  
Bonnie Teaford, Public Works Director  
Ken Johnson, City Traffic Engineer  
Emilio Urioste, John Burroughs High School Principal



# TRAFFIC COMMISSION REPORT

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### Item VG

#### VERDUGO AVENUE UPDATE

##### ISSUE:

The Traffic Commission desired updates on specific projects, including information on the operation of Verdugo Avenue. The data analysis is ongoing, but preliminary data is discussed in this memorandum.

##### BACKGROUND:

The traffic striping on Verdugo Avenue was changed in late March from a four through lane configuration to two through lanes, a center turn lane, and bikelanes in each direction. Traffic data was collected before and after the change to identify any operational changes on the roadway. Before traffic data was collected in 2008 and 2009, and after data was collected in May 2010. Between the before and after data collection efforts, some changes occurred to traffic demand patterns that may have affected the data. Those include the intermittent closure of Pass Avenue ramp to from eastbound SR-134 and the westbound Alameda Avenue ramp to SR-134. A new land use was also opened on Verdugo Avenue near Olive Avenue, the Fresh 'n Easy market.

##### DISCUSSION:

Attachment 1 shows Verdugo Avenue between Hollywood Way and Olive Avenue. The distance between these intersections is 1.32 miles. This street section has seven signalized intersections, with Hollywood Way, Olive Avenue, and Buena Vista Street the major cross streets. In addition to changing the roadway striping on Verdugo Avenue, several other factors will affect the operation of Verdugo Avenue. These include:

- Installation of dual left turn lanes on eastbound Verdugo Avenue at Hollywood Way. This addition was undertaken to reduce queue lengths and vehicle delays for traffic turning northbound on Hollywood Way. The improvement was identified in a previous evaluation of the intersection and included in this project. However, the protected operation of this movement impacts the westbound through traffic delay on Verdugo Avenue
- The modification of two traffic signals, California Street and Keystone Street, from fixed time operation to semi-actuated operation. The change decreases the delay time at these two traffic signals, but may impact the queuing at major intersections of Hollywood Way and Buena Vista Street.
- The traffic signal system on Verdugo Avenue operates at a 90 second signal cycle; however, the traffic signal at Olive Avenue is not coordinated with the other Verdugo Avenue traffic signals because of long required pedestrian clearance times. This signal operates independently of the rest.
- The traffic signal coordination on Hollywood Way and on Buena Vista Street is established to facilitate traffic flow on these corridors. The required coordination



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of the two major corridors adds some delay to the Verdugo Avenue traffic.

Attachment 2 shows the traffic demand before and after the change in roadway striping. The measured demand did not change significantly in the corridor with the reduction of two travel lanes. Traffic demand at the ends of the corridor did change. That change could be a result of Caltrans work and the opening of a new land use as described earlier.

Attachment 3 shows the travel time data collected after the change in striping. The charts show the location and extent of the delays on the corridor. As noted the average travel time through the corridor was about 5.1 minutes with an average speed between 16 and 24 miles per hour. Average stopped time was 1.7 minutes and the congestion time was about 2.3 minutes.

Attachment 4 compares travel parameters before and after the change in striping. Stopped time increased by about 0.7 minutes and overall travel time increased by about 1.4 minutes. Note that the distances recorded in the charts is from the far side of the end intersections which adds about .3 miles to the overall travel distance. Overall travel speed through the corridor decreased from 25 MPH before the re-striping to 18 MPH after the change. Please note that the "before" times were collected manually with a stop watch and the "after" times were collected automatically with a GPS unit.

Attachment 5 shows the time – space diagram for Verdugo Avenue including the location of major delays. Major delay points are at Hollywood Way and at Buena Vista Street.

Attachment 6 shows the bicycle usage in the Verdugo corridor near Buena Vista Street during one day (May 13, 2010). A total of 212 bicycles were counted in the corridor between the hours of 6 AM and 11 PM. During the peak bicycle usage hour (1PM to 2PM), a total of 4 percent of the trips were made by bicycle

### **CONCLUSIONS:**

The preliminary information has not yet been completely analyzed; however, as discussed above, many factors impact the travel time through the corridor. The preliminary data has not been fully analyzed and additional information will be available at a later date. Staff is still collecting bicycle usage data, so that information will be available at a later date.

### **RECOMMENDATIONS:**

Receive and file

### **ATTACHMENTS:**

1. Location Map



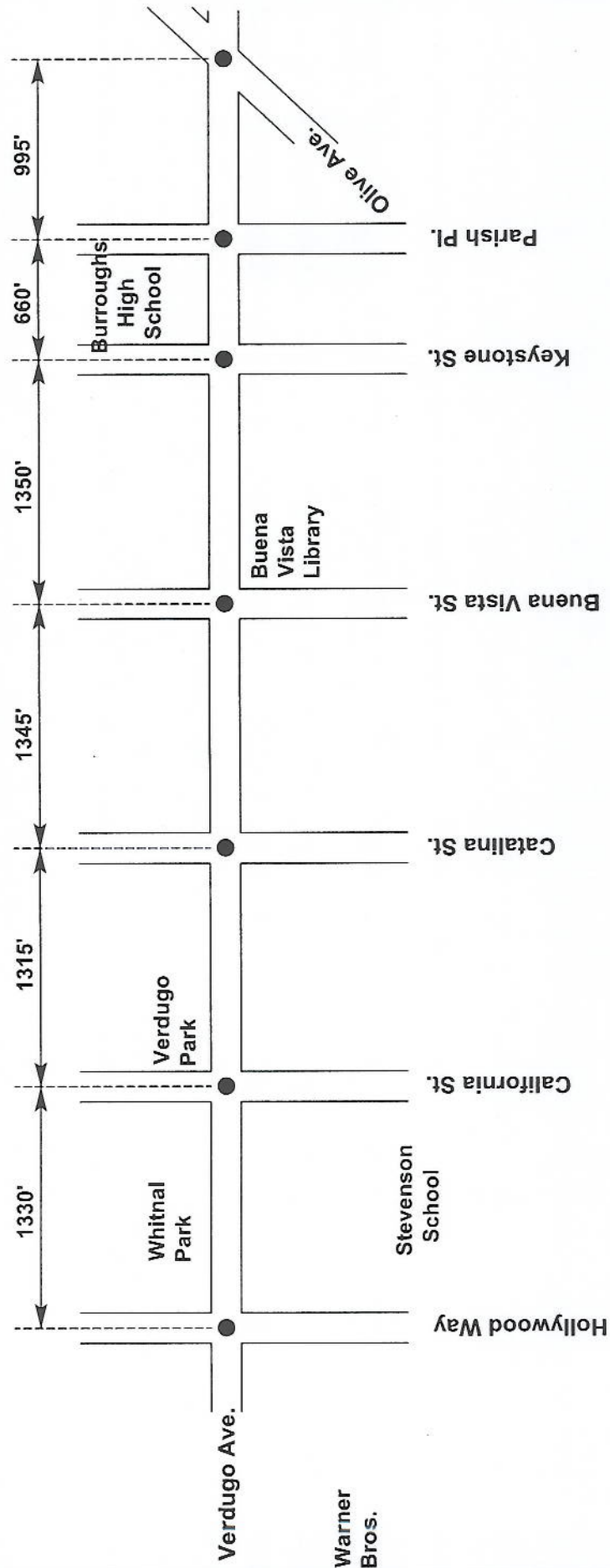
# TRAFFIC COMMISSION REPORT

June 24, 2010

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2. Traffic Volumes
3. Speed and Delay Data After Bikelanes
4. Comparison of Travel Times
5. Time Space Diagram



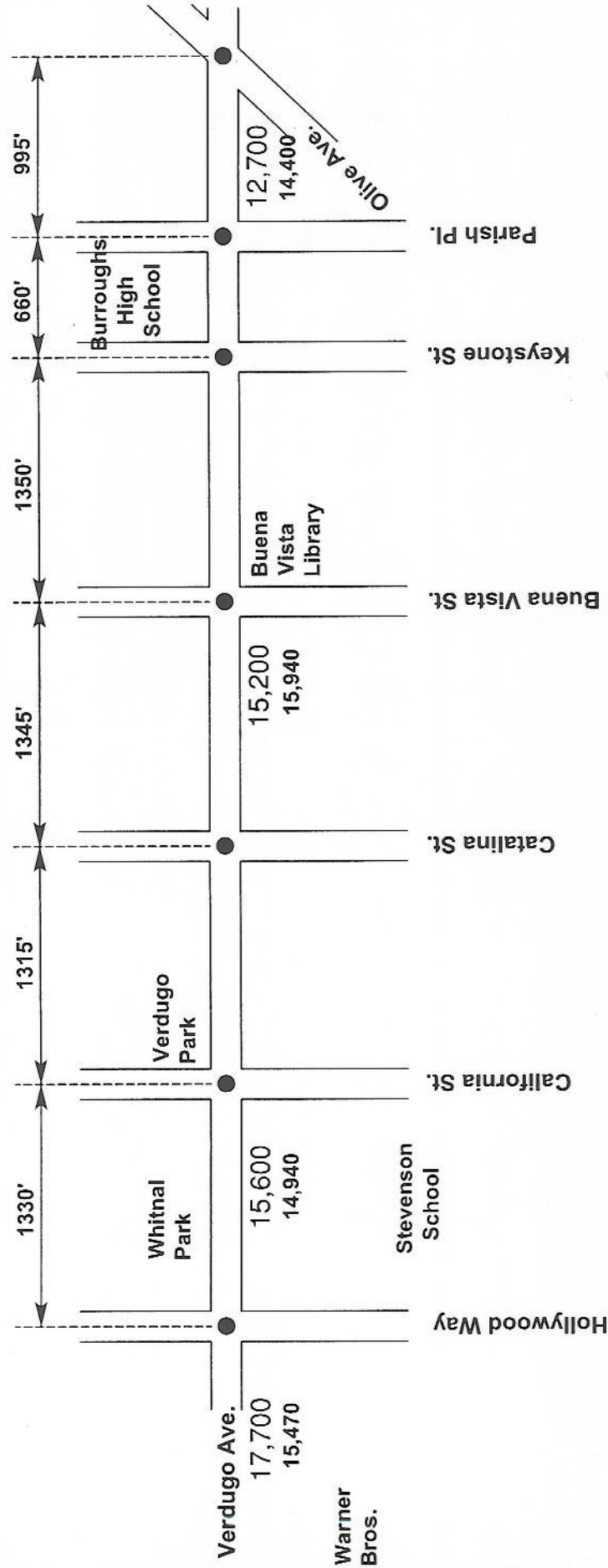


● Traffic Signal

## ATTACHMENT 1 LOCATION MAP

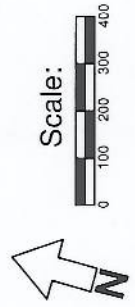






● Traffic Signal  
 0000 Volume Before Bikelanes  
 0000 Volume After Bikelanes

## ATTACHMENT 2 Traffic Volumes





# VERDUGO STREET TRAVEL TIME ANALYSIS

Olive Avenue to Hollywood Way

May 2010

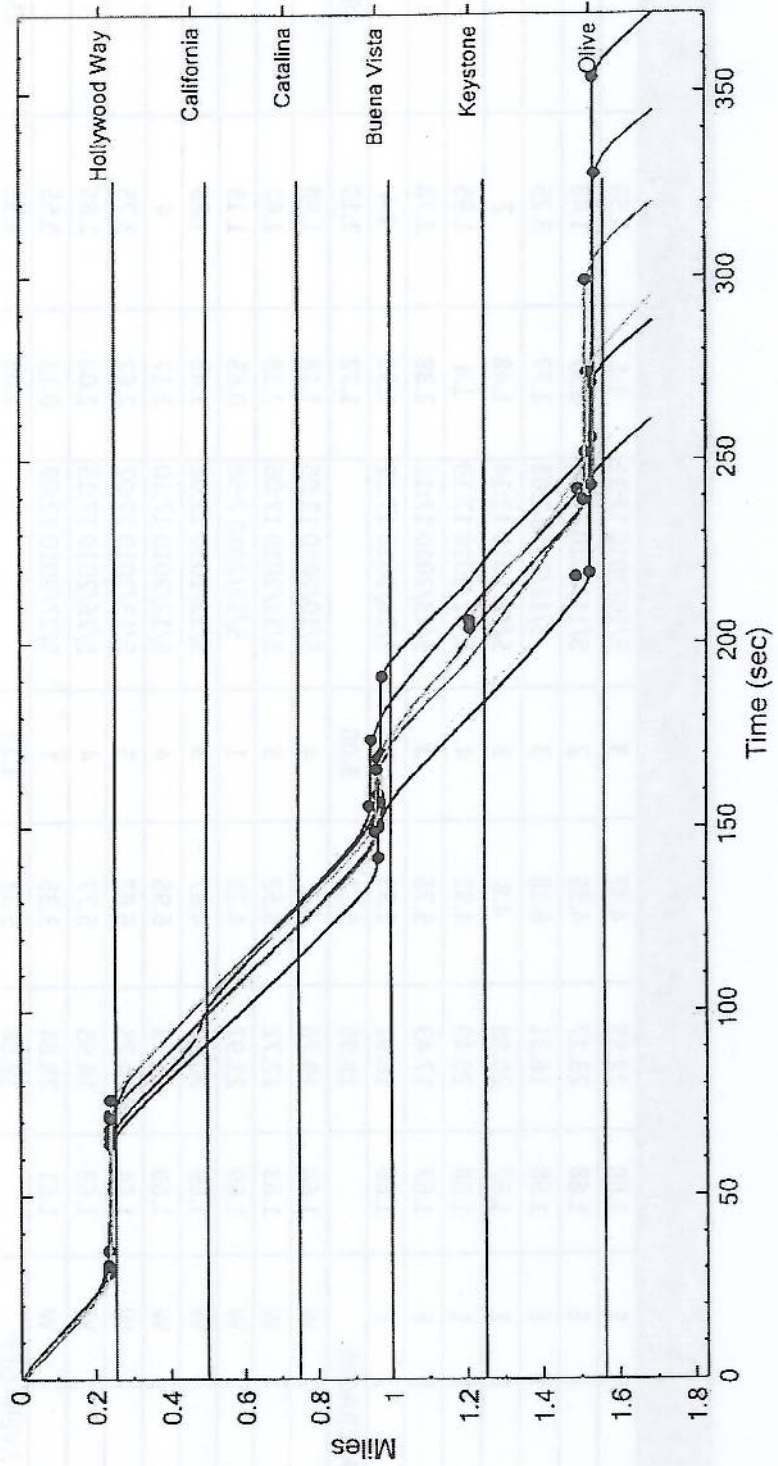
Route	Compass Direction	Distance	Avg Speed	Travel Time	# Stops	Start Time	Stopped Time	Congested Time	Computed Freeflow Speed
Verdugo EB	E	1.68	22.55	4.47	3	5/10/2010 12:11	1.1	1.55	
Verdugo EB	E	1.68	23.17	4.35	2	5/11/2010 17:15	0.97	1.43	
Verdugo EB	E	1.68	16.31	6.18	3	5/12/2010 8:03	2.77	3.25	
Verdugo EB	E	1.67	20.88	4.8	3	5/12/2010 12:14	1.48	2	
Verdugo EB	E	1.68	20.49	4.92	4	5/12/2010 17:19	1.4	1.95	
Verdugo EB	E	1.67	17.43	5.75	3	5/13/2010 17:12	2.38	2.78	
Verdugo EB	E	1.68	18.91	5.33	3	5/26/2010 17:22	1.95	2.4	
OVERALL EB AVERAGES:			19.96	5.11	3.00		1.72	2.19	49.53
Verdugo WB	W	1.68	19.76	5.1	4	5/10/2010 12:05	1.18	1.98	
Verdugo WB	W	1.63	17.72	5.52	3	5/11/2010 17:06	2.18	2.62	
Verdugo WB	W	1.69	23.97	4.23	1	5/12/2010 7:58	0.65	1.15	
Verdugo WB	W	1.69	20.82	4.87	3	5/12/2010 12:08	1.43	1.88	
Verdugo WB	W	1.69	14.59	6.95	4	5/12/2010 17:10	3.17	4	
Verdugo WB	W	1.64	14.75	6.67	5	5/13/2010 17:02	2.62	3.75	
Verdugo WB	W	1.63	16.95	5.77	4	5/26/2010 17:13	2.08	2.85	
Verdugo WB	W	1.61	28.84	3.35	1	5/27/2010 12:08	0.13	0.55	
OVERALL WB AVERAGES:			19.68	5.31	3.13		1.68	2.35	45.93
OVERALL VERDUGO AVERAGES:			19.82	5.21	3.06		1.70	2.27	47.73



# Space/Time Trajectories - Verdugo EB

ScaleX: 1 in = 50 Time (sec)

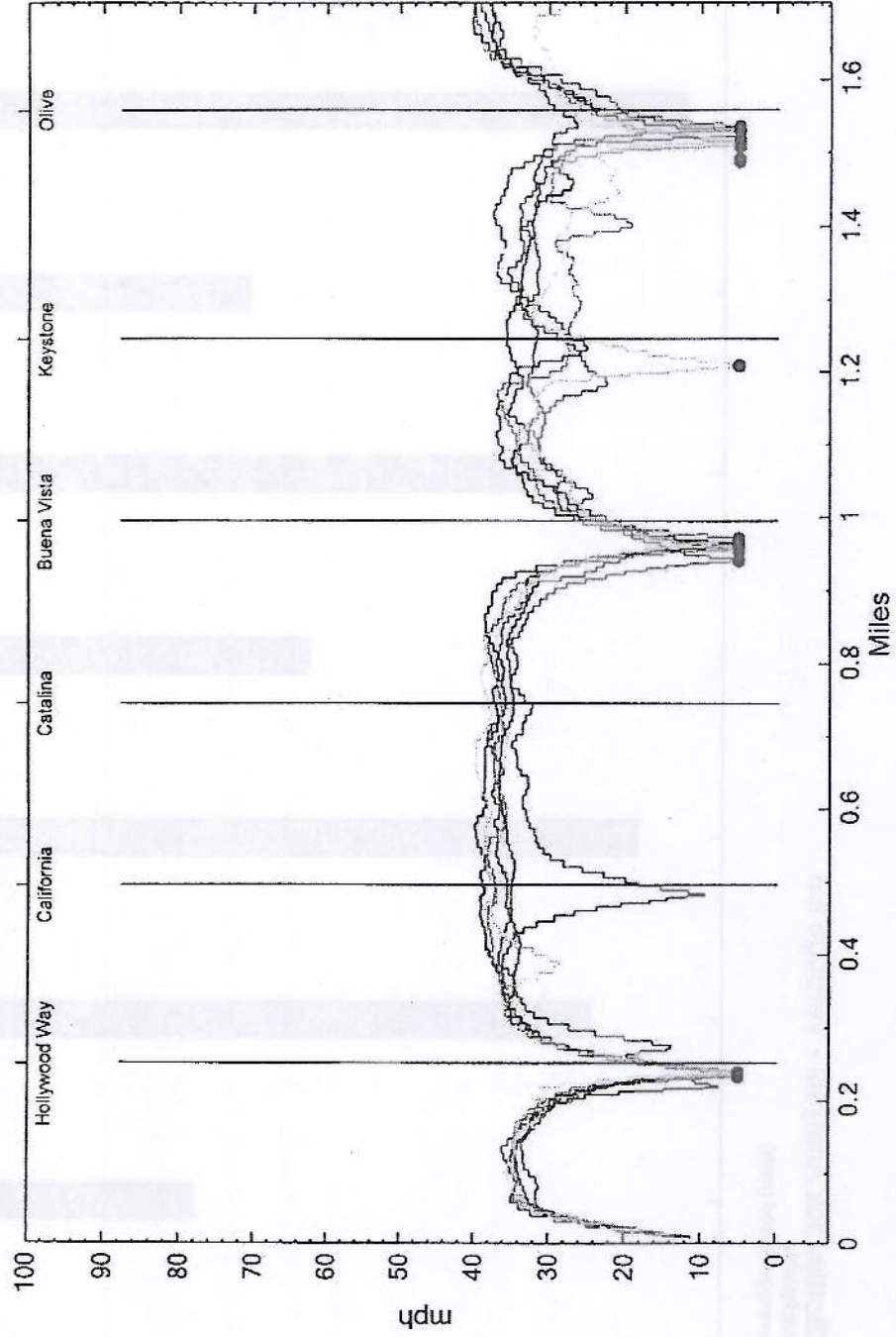
ScaleY: 1 in = 0.5 Miles





# Speed Profile - Verdugo EB

ScaleX: 1 in = 0.25 Miles  
ScaleY: 1 in = 25 mph

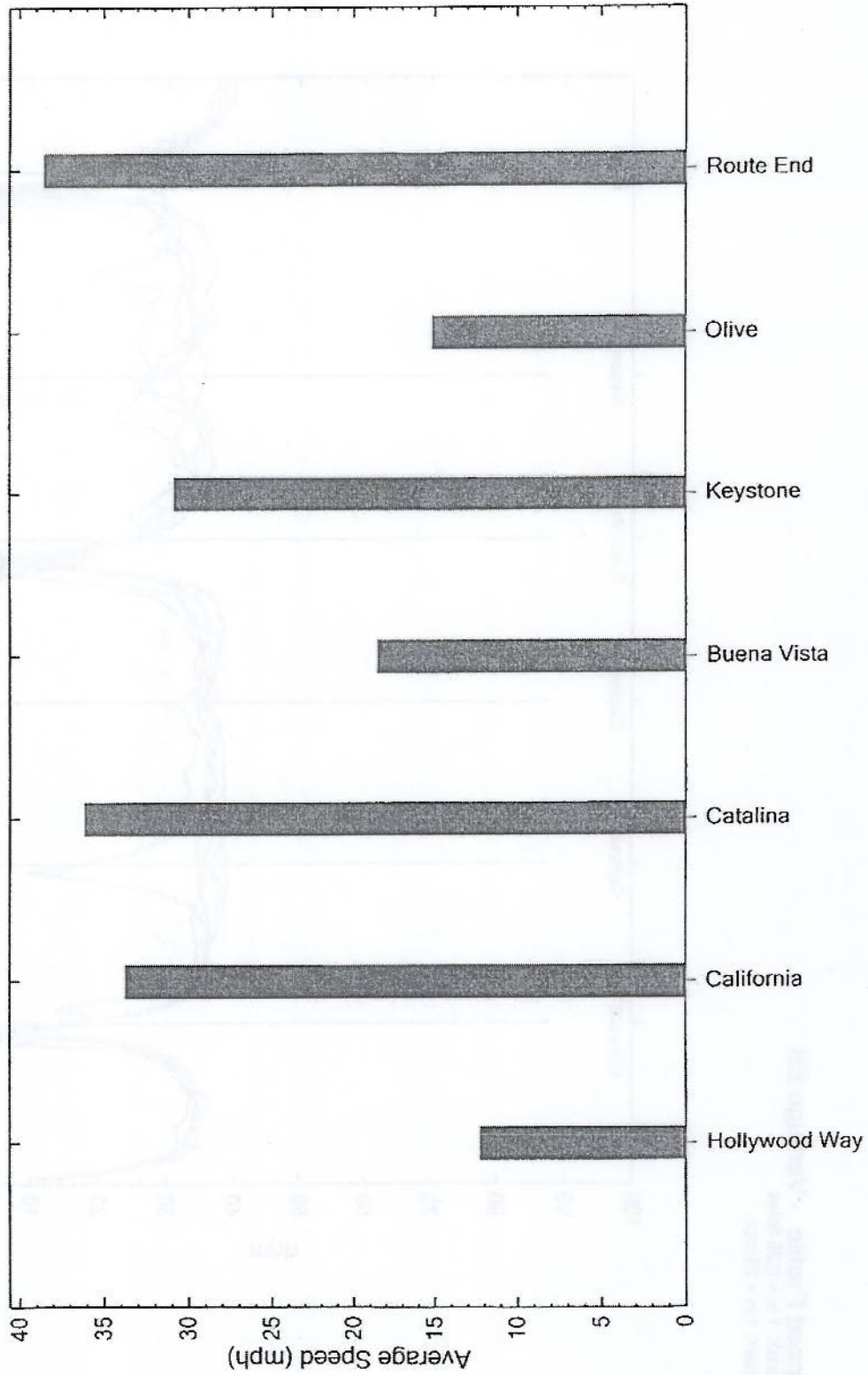




Intersection/Bottleneck Analysis - Verdugo EB

ScaleX: 1 in = 1 Checkpoints

ScaleY: 1 in = 10 Average Speed (mph)



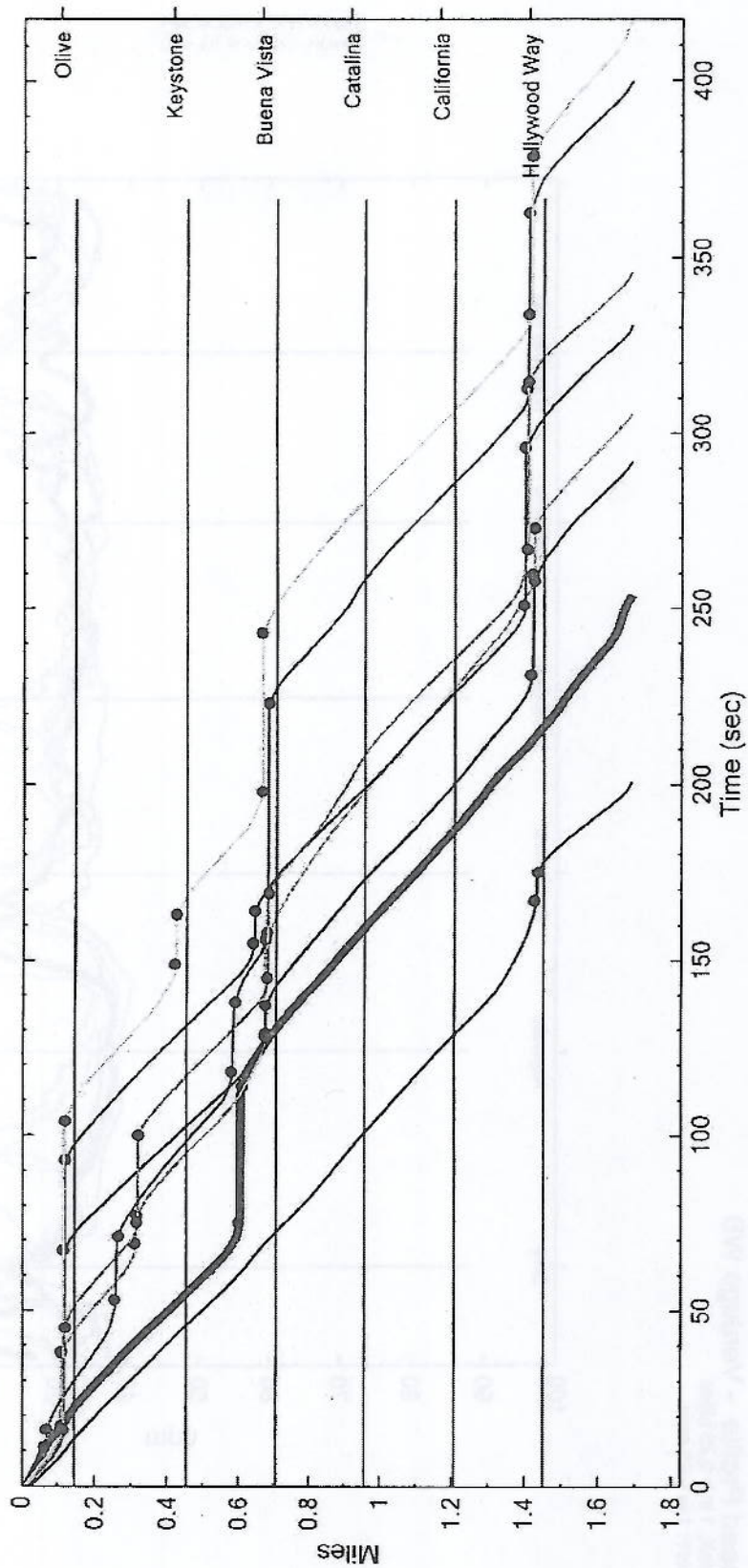
Checkpoints  
1



# Space/Time Trajectories - Verdugo WB

ScaleX: 1 in = 50 Time (sec)

ScaleY: 1 in = 0.5 Miles

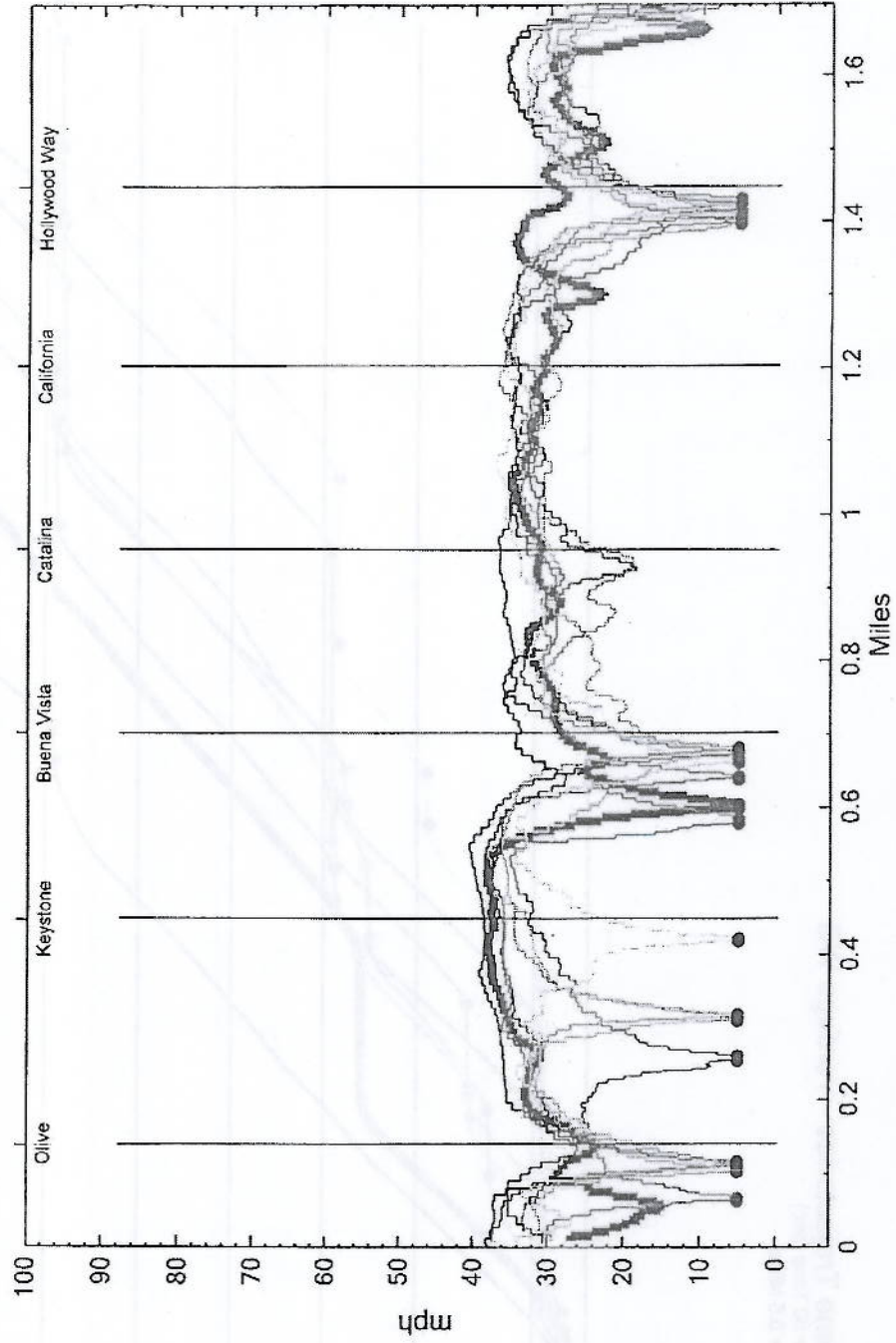




# Speed Profile - Verdugo WB

ScaleX: 1 in = 0.25 Miles

ScaleY: 1 in = 25 mph

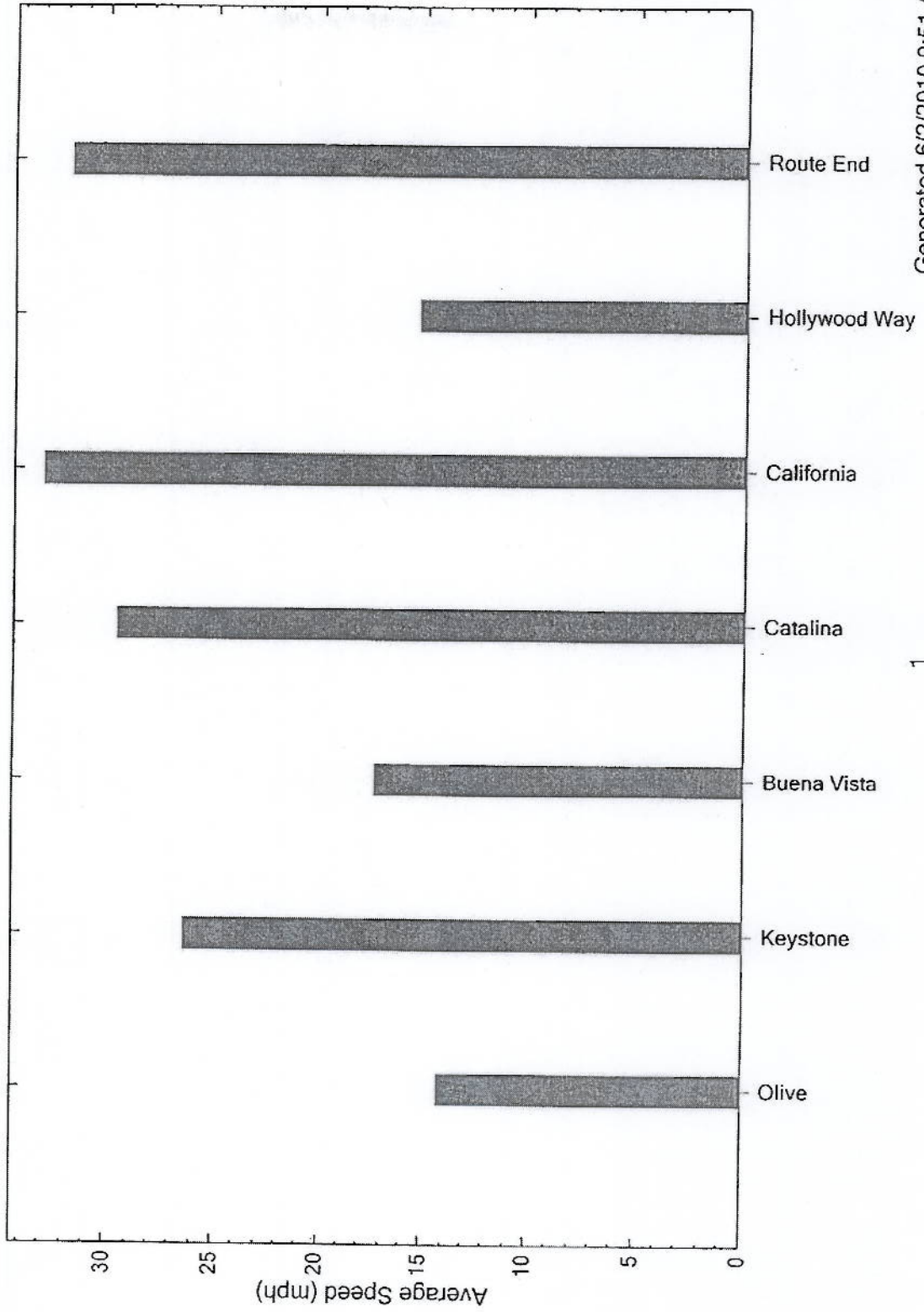




Intersection/Bottleneck Analysis - Verdugo WB

ScaleX: 1 in = 1 Checkpoints

ScaleY: 1 in = 7.5 Average Speed (mph)





**VERDUGO STREET TRAVEL TIME "AFTER" ANALYSIS = After Installation of Bike Lanes**

Olive Avenue to Hollywood Way

May 2010

Route	Compass Direction	Distance	# Stops	Start Time	Stopped Time	Total Elapsed Time
Verdugo EB	E	1.68	3	5/10/2010 12:11	1.1	
Verdugo EB	E	1.68	2	5/11/2010 17:15	0.97	
Verdugo EB	E	1.68	3	5/12/2010 8:03	2.77	
Verdugo EB	E	1.67	3	5/12/2010 12:14	1.48	
Verdugo EB	E	1.68	4	5/12/2010 17:19	1.4	
Verdugo EB	E	1.67	3	5/13/2010 17:12	2.38	
Verdugo EB	E	1.68	3	5/26/2010 17:22	1.95	
<b>OVERALL EB AVERAGES:</b>			<b>3.00</b>		<b>1.72</b>	<b>5.61</b>
Verdugo WB	W	1.68	4	5/10/2010 12:05	1.18	
Verdugo WB	W	1.63	3	5/11/2010 17:06	2.18	
Verdugo WB	W	1.69	1	5/12/2010 7:58	0.65	
Verdugo WB	W	1.69	3	5/12/2010 12:08	1.43	
Verdugo WB	W	1.69	4	5/12/2010 17:10	3.17	
Verdugo WB	W	1.64	5	5/13/2010 17:02	2.62	
Verdugo WB	W	1.63	4	5/26/2010 17:13	2.08	
Verdugo WB	W	1.61	1	5/27/2010 12:08	0.13	
<b>OVERALL WB AVERAGES:</b>			<b>3.13</b>		<b>1.68</b>	<b>5.24</b>
<b>OVERALL VERDUGO AVERAGES:</b>			<b>3.06</b>		<b>1.70</b>	<b>5.43</b>

**VERDUGO STREET TRAVEL TIME ANALYSIS "BEFORE" = Prior to installation of Bike Lanes**

Olive Avenue to Hollywood Way

May 2010

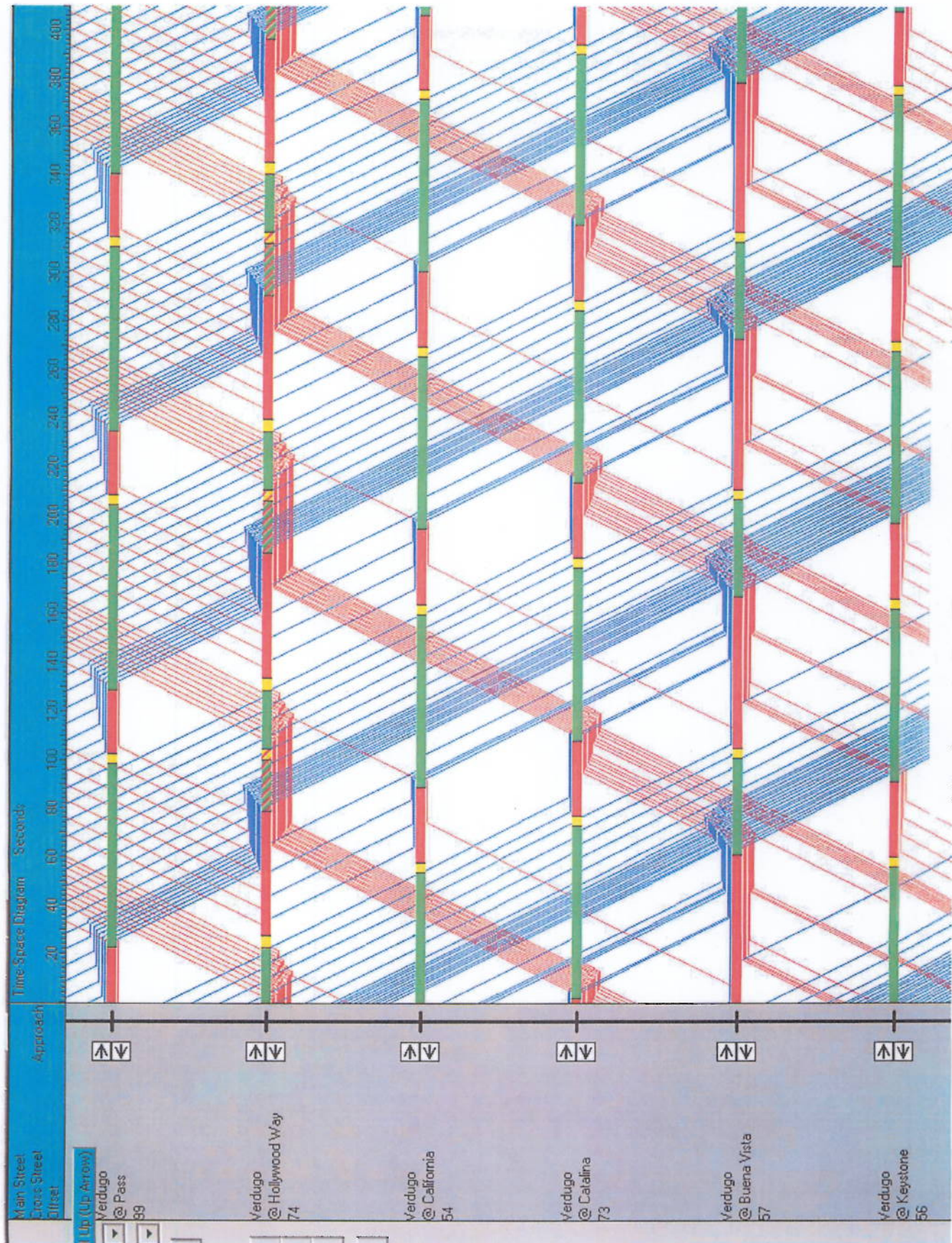
Route	Compass Direction	Distance	# Stops	Start Time	Stopped Time	Total Elapsed Time
Verdugo EB	E	1.68	2		0.36	3:09
Verdugo EB	E	1.68	2		1.26	4:19
Verdugo EB	E	1.68	1		1.02	3:23
Verdugo EB	E	1.68	2		1.09	3:42
Verdugo EB	E	1.68	3		1.59	5:28
<b>OVERALL EB AVERAGES:</b>			<b>2.00</b>		<b>1.06</b>	<b>4:00</b>
Verdugo WB	W	1.68	1		0.42	3:14
Verdugo WB	W	1.68	2		0.57	3:43
Verdugo WB	W	1.68	2		1.1	4:15
Verdugo WB	W	1.68	3		1.15	4:28
Verdugo WB	W	1.68	2		1.26	4:50
<b>OVERALL WB AVERAGES:</b>			<b>2.00</b>		<b>0.90</b>	<b>4:06</b>
<b>OVERALL VERDUGO AVERAGES:</b>			<b>2.00</b>		<b>0.98</b>	<b>4:03</b>



	6-7 AM	7-8	8-9	9-10	10-11	11-12PM	12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	TOTAL BY CATEGORY
BICYCLE	2	10	9	12	8	8	16	20	16	21	19	15	20	21	4	6	5	212
SCOOTER		1						5	6	2	1				1			16
STROLLER (1 STROLLER=1)					2	3	3	2	1			2						13
SKATEBOARD									1	1	1							3
ROLLERBLADE														1				1
WHEELCHAIR														1				1
TOTAL PER HOUR	2	11	9	12	10	11	19	27	24	24	21	17	20	23	5	6	5	246



← OVERALL TOTAL



Attachment 5 – Time / Space Diagram



# TRAFFIC COMMISSION REPORT

## June 24, 2010

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Item VH

### LNCV UPDATE

#### ISSUE:

The Traffic Commission requested to be informed of the LNCV progress

#### DISCUSSION:

The LNCV Ordinance takes effect on June 22, 2010. Work on the Epals system is progressing. Staff will discuss activities verbally.